

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

**1. Name of Property**

historic name 110<sup>th</sup> Street - Cathedral Parkway Subway Station (IRT)

other name/site number \_\_\_\_\_

**2. Location**

street & number Intersection of Broadway, West 110<sup>th</sup> Street, & Cathedral Pkwy. ☐ not for publication

city or town New York ☐ vicinity

state New York code NY county New York code 061 zip code 10029

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements as set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☒ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

William Carter, SA/PO  
Signature of certifying official/Title

7/22/04  
Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

**4. National Park Service Certification**

I hereby certify that the property is:

- ☐ entered in the National Register  
☐ see continuation sheet

- ☐ determined eligible for the National Register  
☐ see continuation sheet

- ☐ determined not eligible for the National Register  
☐ removed from the National Register

- ☐ other (explain) \_\_\_\_\_

Signature of the Keeper

Date of Action

110<sup>th</sup> Street - Cathedral Parkway

Subway Station (IRT)

New York County, New York

Name of Property

County and State

### 5. Classification

#### Ownership of Property

(check as many boxes as apply)

☐ private

☐ public-local

☒ public-State

☐ public-Federal

#### Category of Property

(check only one box)

☐ building (s)

☐ district

☐ site

☒ structure

☐ object

#### Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

		Buildings
		Sites
1	0	Structures
		Objects
1	0	<b>TOTAL</b>

#### Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the New York  
City Subway System

#### Number of contributing resources

#### previously listed in the National Register

0

### 6. Function or Use

#### Historic Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

#### Current Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

### 7. Description

#### Architectural Classification

(Enter categories from instructions)

Late 19<sup>th</sup> & 20<sup>th</sup> Century Revivals/

Beaux-Arts

#### Materials

(Enter categories from instructions)

Foundation Concrete

Walls Brick, concrete, glass tile, ceramic tile

Roof Steel, concrete

Other Decorative finishes: faience, plaster,  
terra cotta, marble

#### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

See continuation sheet

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110<sup>th</sup> Street - Cathedral  
Parkway Subway Station  
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## 7. Narrative Description

The 110<sup>th</sup> Street - Cathedral Parkway Subway Station (Broadway/7<sup>th</sup> Avenue Line) is located in the Morningside Heights section of Manhattan. The station was completed in 1904 as part of the original Interborough Rapid Transit (IRT) Contract 1 line. It is aligned in a north-south direction beneath and parallel to Broadway at the intersection of 110<sup>th</sup> Street. The original platforms of the station measured 350 feet in length, but have been extended to 520 feet. Although historic and compatible in treatment and decoration, the areas associated with these extensions fall outside of the boundary limits established for this nomination which are the same as those for the local landmark designation.

### General Characteristics and Construction Methods

The 110<sup>th</sup> Street Subway Station is a 3 track, side platform station that was constructed using the cut and cover method. The basic structural frame of the station consists of a concrete foundation and side walls with steel columns. Built-up "I" section columns of varying height are spaced 5 feet on-center in the outer walls and between the tracks (Photo 1). Concrete was used to infill between the columns, creating the exterior walls. The "cover" for the station is trough shaped in section, with the U running generally parallel to the tracks in order to accommodate such infrastructure necessities as steam, sewer, gas, and water lines, as well as electrical and telecommunications cables beneath the roadway. The infrastructure enters the adjacent buildings above the control area, necessitating a transverse U in that location as well. The lowest portion the U is supported by 5-foot-wide transverse concrete arches that spring from the bottom flange of transverse beams that in turn frame into the center columns of the station. The platform sides of these arches frame into the bottom flanges of longitudinal built-up steel girders with a depth of approximately two feet. The top flanges of the longitudinal girders do not reach street level. Along each platform, the roof girder is supported by squared, tiled piers placed at 15-foot intervals, and the roof girder webs are stiffened above each of the piers. The piers are decorated with a single band of buff colored mosaic at the top and a single tile with the number 110 which is placed at eye level.

The side walls of the station are of four-inch brick, separated by a one-inch air space from the outer structural walls. The walls on both of the platforms largely retain the original white glass tile (ceramic tile is used for repairs) and decorative motifs in Roman brick, terra cotta and faience. Floors throughout are of three-inch thick, graded concrete covered in grey encaustic tile. Tracks are constructed of broken stone ballast, timber cross ties and 100-pound rails. All ties are fitted with tie plates ([www.nysubways.org](http://www.nysubways.org)).

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Throughout the station there are unifying decorative elements that identify this as an early IRT station. Ornate plaster molding bands decorate the springing of every fourth transverse arch (every 20 feet) along the length of the station (Photo 2). Although many of these are damaged or missing, surviving molding bands consist of an elaborate cartouche and foliate design (Photo 3).

#### Station Circulation

The circulation pattern for this station incorporates three stairways that exit out to the street level from the original station platform; one pair on the west side of Broadway and two on the eastern side of Broadway. The northern stair on the eastern side is accessed from the platform level via a corridor that runs parallel and to the north of the station.

#### Downtown Platform

Beginning at the southern end of the Downtown platform, a pair of louvered metal doors lead to a telephone room and an E.D.R. room. The walls along this portion of the station are covered in mosaics instead of the original faience plaques. The mosaics imitate the color and decorative motifs of the original plaques in two dimensions instead of three. The point where the platform extensions begin is easily identifiable by this change in the wall decoration (Photo 4). The northern end of the Downtown platform includes a paneled metal door leading to a manhole room (Photo 5).

The wall decoration is colorful and elegant. The wainscoting is of Roman Brick topped by a band of buff colored mosaic tile. Most striking are the large, mosaic name tablets with the inscription "Cathedral Parkway." The white letters are set in a green mosaic tile field and are enframed by floral, foliate, and geometric motifs in shades of buff, pink, and red. Salmon-colored mosaic tile bands divide the walls into 15-foot panels (Photo 6). The dividing point between two panels is marked by two vertical bands of buff-colored tile that form pilasters. At the top of each of these pilasters is a blue faience plaque decorated with a shield in which the number 110 is set between two stylized tulips (Photo 7). These plaques are further enframed by a green band of faience fretwork. A green faience cornice with foliate and motifs surmounts each wall.

The platform widens approximately 60 feet south of the control area. The control area contains a modern metal ticket booth on the west wall. A large plaster band along the ceiling visually divides the control area from the platform area. Wall decoration is consistent with the platform throughout this area (Photo 8). Modern security gates and a bank of turnstiles physically divide the control area from the platform (Photo 9). A

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waiting area is located in front of the control area. Just north of the waiting area is a metal door set in the curved angle of the wall as it becomes the platform wall. It is topped by an unmarked marble lintel set with paterae at each corner. North of the control area, the platform again narrows. Wall decoration remains intact and unchanged throughout this portion of the station.

#### Uptown Platform

The southern end of the Uptown platform is narrow and was built as an extension to the station at an unknown date (Photo 10). As described for the Downtown side, the point where the extension ends is marked by a change in the wall decoration from a two-dimensional mosaic cornice and plaque to three-dimensional faience decoration. The decoration remains consistent leading up to the control area. On the south wall of the control area, there are two modern metal doors (former bathrooms) with marble lintels. The original marble lintels carved with the words "Men" and "Women" are still in place above each door. Paterae are set in the corners of each lintel. A modern token booth lines the east wall of the control area and is reached by passing through a bank of modern turnstiles. The corridor that runs north of the control area connects with a flight of stairs that lead to the street. The wall decoration continues unbroken throughout the control area (Photo 11). In the area just south of the control area – above the three doors, the faience cornice is missing (Photo 12). Approximately 60 feet north of the control area, the platform narrows (Photo 13). The wall decoration remains intact and consistent to the end of the station platform, where a large metal signal closet occupies the northeast corner.

#### Exterior Elements and Stairwells

At street level, the stairs that lead out onto either side of Broadway have been lined with modern iron railings, constructed in a manner similar to the original IRT railings. Rows of small spikes line the top rail, and at each corner there are squared plinths, two of which support composite column/lampposts on either side of the entrance. Globe lights top each of the lampposts. Modern "Subway" plaques indicate the lines served by this station and are affixed to the sides and rear railing of the each stairwell. The walls of the stairwells leading down to the platform and mezzanine levels were clad in white ceramic tile.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "X" in all boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

### Areas of Significance

(Enter categories from instructions)

Transportation

Architecture; Art

Engineering

Community Planning and Development

Social History

### Period of Significance

1904

### Significant Dates

1904

### Significant Person

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Parsons, William Barclay (engineer)

Heins, George L. and

LaFarge, Christopher G. (architects)

### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

## 9. Major Bibliographical References

### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

### Primary location of additional data:

- ☐ State Historic Preservation Office
- ☒ Other State agency
- ☐ Federal Agency
- ☒ Local Government
- ☐ University
- ☒ Repository name: \_\_\_\_\_

NYC Transit Archives

NYC Landmarks Preservation Commission

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## 8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the 110<sup>th</sup> Street - Cathedral Parkway Subway Station (IRT), Broadway/7<sup>th</sup> Avenue Line, is significant under Criterion A in the areas of transportation, community planning and development, and social history. The station also meets Criterion C in the areas of engineering, architectural design, and art. The 110th Street Subway Station was completed in 1904 as one of several stations on the original Interborough Rapid Transit (IRT) system (Contract 1) line. The 110th Street Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early IRT stations, including 110<sup>th</sup> Street, are significant at the local and national levels.

William Barclay Parsons (1859-1902), a Columbia University-trained engineer, began to devise the plan for the creation of the subway system after he was named chief engineer of the Rapid Transit Commission in 1894. Although Parsons was not the first to utilize building techniques associated with underground rail construction, such as the cut-and-cover method, the early IRT system is undoubtedly one of the greatest public works projects ever undertaken.

The engineering and architecture of the early IRT stations was strictly divided between Parsons and the architectural firm he hired – Heins & LaFarge. While all of the structural elements were completed by Parsons, the architectural and artistic design of each station was left to George L. Heins and Christopher Grant LaFarge, a team already famous for the design of the Cathedral of St. John the Divine in Manhattan and buildings at the New York Zoological Gardens in the Bronx. Heins & LaFarge drew on the ideas presented by the “City Beautiful” movement for their inspiration (HAER 1979:368). Proponents of the movement believed that by creating a beautiful municipality, its inhabitants would be inspired to a higher level of moral and civic virtue and the subway was to be no exception.

In 1891, the *Report of the Rapid Transit Commissioners* stated that every effort should be made “in the way of painting and decoration to give brightness and cheerfulness to the general effect” of the stations (in NYC Landmarks Preservation Commission, *IRT Subway System Underground Interior Designation Report* 1979: 4). Each IRT station had its own unique color scheme. In addition, each station had a repeated faience plaque that serves as a symbolic link between the station and the area above ground which it

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served. At 110th Street/Cathedral Parkway, the plaques depict the number "110" flanked by tulips on a scrolled shield.

In the 110th Street Station the high quality of the materials and the architectural detail are magnificent. Faience plaques, Roman brick wainscoting, ceramic cornices and mosaic tablets are still visible throughout the station. The 110th Street Station, as part of the original IRT subway system, displays high quality craftsmanship and architectural detail in addition to superior materials.

The 110th Street Station as part of the Broadway/7<sup>th</sup> Avenue line contributed to the rapid development of Morningside Heights around the turn of the last century. Columbia University moved its campus to the area in 1896, no doubt in response to the promise of anticipated transportation improvements. Due to the opening of the Broadway and Lenox Avenue lines of the IRT into Morningside Heights and Harlem in 1904, residential and commercial development in the area boomed. By that year virtually all the vacant land in the area had been built upon.



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Parkway Subway Station  
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**9. Bibliography**

Cudahy, Brian. *A Century of Subways: Celebrating 100 Years of the New York City's Underground Railways*. New York: Fordham University Press, 2003.

Hood, Clifton. *722 Miles: The Building of the Subways and How they Transformed New York*. Baltimore: Johns Hopkins University Press, 1993.

Interborough Rapid Transit Company. *The New York Subway: Its Construction and Equipment*. 1904. Reprinted on website managed by David Pirmann (2004). Retrieved 03/14/04 from source: <http://www.nycsubway.org/irt/irtbook/>.

National Park Service, Department of the Interior Historic American Engineering Record NY-122, "Interborough Rapid Transit Subway (Original Line): The NY Rapid Transit Decision of 1900: Economy, Society, Politics" prepared by Walter B. Katz, 1979.

New York City Landmarks Preservation Commission. *IRT Subway System Underground Interior Designation Report*. New York: NYC LPC, October, 1979.

Orlando, Barbara. "Recapturing the Past: Station Architecture," *At Your Service: MTA New York City Transit Employee Newsletter*, March, 2004.

Parsons, Brinckerhoff, Quade & Douglas, Inc., Historical Perspectives, Inc. and Robert E. Olmstead, P.E. "Phase I: Reconnaissance Level Historical Survey of Transit Authority Properties," June, 1991.

110<sup>th</sup> Street - Cathedral Parkway Subway  
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New York County, New York  
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Name of Property

### 10. Geographical Data

**Acreage of Property** Less than one acre

#### UTM References

(Place additional UTM references on a continuation sheet.)

1	1	8	5	8	7	1	4	0	4	5	1	7	2	9	0	3														
Zone			Easting						Northing						Zone		Easting						Northing							
2																4														

#### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

#### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

### 11. Form Prepared By (\*See Continuation Sheet for authors\*)

name/title Contact: Kathleen A. Howe, Historic Preservation Specialist

organization NYS Office of Parks, Recreation & Historic Preservation Date July 26, 2004

street & number Peebles Island, PO Box 189 Telephone 518-237-8643 ext. 3268

city or town Waterford state NY zip code 12188

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

#### Additional Items

(Check with SHPO or FPO for any additional items)

### Property Owner (Complete this item at the request of the SHPO or FPO)

name MTA New York City Transit Contact: Hollie Wells, Project Administrator

street & number 2 Broadway, 6<sup>th</sup> Floor, D6.125 telephone 646-252-4288

city or town New York state NY zip code 10004

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act. As amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503.

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**10. Geographical Data**

**Verbal Boundary Description**

The boundary of the 110<sup>th</sup> Street Subway Station – Broadway/7<sup>th</sup> Avenue Line is shown as the bold line on the accompanying site plan entitled, "Cathedral Parkway (110<sup>th</sup> St.) Station Plan, Broadway/7<sup>th</sup> Ave. Line- IRT Division, 1998." The above-ground location of the station is also indicated on the map entitled, "Morningside Heights, MTA, 1999." The designation for the 110<sup>th</sup> Street Station includes the following: portions of 110<sup>th</sup> Street Station consisting of the walls adjacent to the platform and entrance areas, encompassing the mosaic tile, glazed tile, faience plaques and moldings, and brick wainscoting (excluding the walls adjacent to the platform extensions), and the platform and entrance area columns surfaced with glazed tile.

**Boundary Justification**

The boundaries for the 110<sup>th</sup> Street Subway Station represent the portions of the original station completed by 1904 and exclude all platform extensions and other later additions. The boundaries are indicative of this station's period of significance.

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**11. Form Prepared By:**

Steven Bedford, Principal Architectural Historian  
Stacey Vairo, Architectural Historian  
Fitzgerald & Halliday, Inc.  
72 Cedar Street  
Hartford, CT 06106  
860-247-7200

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**Additional Documentation**

List of Black and White Photos

110<sup>th</sup> Street - Cathedral Parkway Subway Station (IRT)  
New York County, New York

Photographer: Stacey Vairo

Date: March 2004

Negatives on file: Fitzgerald & Halliday, Inc.  
72 Cedar Street  
Hartford, CT 06106

1. Ceiling supports along the length of the track. View north.
2. Ornamental plaster inside of the Downtown control area. View southeast.
3. Plaster ornamental ceiling bands on the uptown platform. View east
4. The Downtown platform facing Downtown. View southwest.
5. Northern end of the Downtown platform. View northeast.
6. Name tablet on Downtown platform. View north.
7. Faience "110" plaque on the Downtown platform. View northwest.
8. Wall decoration in control area leading to stairwell. View northwest.
9. Control area on the Downtown platform. View west.
10. Uptown platform looking Downtown. View southeast.
11. Stairwell leading to the street (southern stairwell) on the Uptown side. View south.
12. Missing cornice on Uptown platform. View northeast.
13. Northern end of the Uptown platform. View northeast.

HARLEM • MANHATTAN VALLEY • RIVERSIDE PARK • CENTRAL PARK





Central Park Quad  
1:24000

